

3CR Royston Annexe Transport Statement

Addendum

The following Transport Statement was submitted with planning application 23/02625/FP. The Statement set out the site context, proposals and policy compliance with the planning application.

The Statement was submitted alongside the planning application 23/02625/FP. The submission was in advance of the parking surveys that were later submitted during the application process. These surveys confirmed that, across the car parks that Johnson Matthey staff can utilise, that there is sufficient capacity to support the development as submitted. At peak hours, approximately 10% capacity would be available across all cars, which outside of those hours, dropped towards 50% capacity.

As described in the planning statement, the S73 application seeks three key amendments:

- 1) The erection of an external staircase and supporting platform to the north elevation of the building;
- 2) The addition of process floorspace to the north-east corner of the roof of the 3CR Annex. This measures approximately 200m² in area, but given the reorganisation in floor area, it is really a net gain of 145sqm² in area; and
- 3) Amendments to the external elevations of the building.

Point 2 generates the only usable process floorspace associated with the use.

Vehicular Parking

For vehicular parking, the floor area previously approved to the 3CR was 2,998m². The approved use class is B2 'General Industrial', which is subject to a maximum parking standard of 1 space per 50m² (GFA). Appendix 3 of the 'Vehicle Parking at New Development' SPD (2011) enables up to 50% deduction however, given this sites falls within Zones 1 and 2 of the 'non-residential accessibility zones'. The maximum (and not minimum) vehicular parking requirement, under the previous application, was for 30 spaces.

With the difference described earlier in this statement being a net gain of 150m² of process floor space, the maximum parking requirement for vehicles is an additional 3 vehicles. When the 'non-residential accessibility zone' is applied (at 50%), followed by that figure being rounded up, this leaves a maximum standard of two vehicular spaces to be provided.

A range of parking surveys across ten of the car parks were conducted over a two week period between 30th October 2023 and Friday 10th November 2023 (which therefore were conducted less than 1 year ago). Across these car parks, the surveys identified that the car parks reached a total capacity at 90% during peak periods, which dropped towards 50% as the day progressed outside of peak periods. Across these ten car parks, with 10% remaining capacity available during these periods, the two spaces can be acceptably accommodated with ease.

Concerns raised by the Highway Authority under the previous application were eventually resolved. A Travel Plan condition (Condition 4) was agreed between the Local

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Planning Authority and County Highway Engineers. This has not been discharged yet and the amendments proposed under this application would not materially impact upon its scope. The condition can therefore be re-applied to the S73 application, for later review and discharge.

Cycle parking

The policy requirement for cycle spaces is to a minimum standard. Through application of the 'Vehicle Parking at New Development' SPD (2011), the standard is 1 space per 250m² (staff), plus 1 space per 500m² (visitors). Based on the development approved under planning consent 23/02625/FP, the minimum policy requirement was 12 cycle space, plus 6 visitor spaces.

With the floorspace alterations, there are minor increases in the required provision for cycles for the amended development. These are not material. The amended floor area would require one additional staff cycle space based on the 'Vehicle Parking at New Development' SPD (2011),

A planning condition (Condition 8) was secured for a scheme for cycle parking prior to first use and occupation of the annex (given that the location to install the cycles would not necessarily be within the red line of the site, because of the highly secure nature of Johnson Matthey and where staff/visitors must utilise select access points). The scheme would be delivered on land in control of the Applicant. It remains appropriate to reapply this condition to this proposal.

In summary of the above, the proposed amendments result in single digit alterations to the provision of car and cycle parking, through the increased floor space as per the proposed plans. The parking surveys still retain validity, given when they were conducted, and which demonstrate that vehicle parking options remain available. The planning conditions on cycles and travel plan would remain necessary to any planning approval granted to the S73 application.

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1.0 Section 1: Introduction

- 1.1 This note sets out the highways and parking impacts from the proposed 3CR annex development at Johnson Matthey (JM herein), which is set out in the planning application. This Transport Statement has been updated following advice provided through pre-applications made with the Local Planning Authority.
- 1.2 The proposed 3CR annex will be sited on an area of the JM Royston site previously utilised for employee parking (Gate 9 car park). There is another car park sited next to Gate 9, which is Gate 8 car park (see image below from 2019, which is pre-3CR MFB construction).

2.0 Section 2: Overview.

The total car parking spaces available – sporadically used through Gate 8 at this time is shown below:



Gates 8 and 9 car parks: 2019.

2.1 Planned Redundancy of Spaces.

Car Park	Spaces
Gate 8	9
Gate 9	104

- 2.2 It is necessary to highlight early in this note that there would be no net increase in parking spaces to support this proposal. This note explains the existing context, with supporting evidence included in the appendices.

2.3 Previous 3CR Construction Phase

For the construction of the 3CR MFB building (which was approved under planning reference 18/01764/FP), both Gate 8 and Gate 9 car parks were handed over to the Principal Contractor as CDM designated areas and which were subsequently used primarily for contractor compounds and laydown areas (see below image from 2021).

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Gates 8 and 9 car parks: 2021

- 2.4 For the period of this build, there was no car parking available for employees in either Gate 8 or Gate 9 car parks.
- 2.5 Gates 8 and 9 car parks were handed back to JM in 2022. They were however not put back into operational service as employee car parks. Rather, they were kept fenced off with the presumption that further works would be ongoing relating to the 3CR project.



Gates 8 and 9 car parks: 2023

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- 2.6 For the duration of this period, the site has operated without the provision of these car parks. No parking constraint issues have been identified or reported. Additionally, it would appear that no negative impacts to neighbouring businesses or to the residential properties to the east have been adversely impacted, in highway safety terms, by Gates 8 and 9 car parks not being in operation.
- 2.7 Appendix 1 identifies the post-development car parking capacities, across the JM site, if the proposed 3CR annex is approved and developed.
- 2.8 It is worth noting that for the current period, operational heads (staff levels) on site have been at a lower level than historically seen. This is as a result of the COVID pandemic and the alternative hybrid and remote working models that were implemented by JM, in line with Government guidance. Such arrangements now continue across a significant proportion of the organisation as a standard operating model, and it is therefore anticipated that the site is unlikely to operate at pre-pandemic employee capacity moving forward.

3.0 Section 3: Current Status & Future Assessment

- 3.1 With Gates 8 and 9 being vacant and not available to use, the lack of these car parks has been factored into the Site's ongoing capacity and demand calculations regarding employee car parking provision (see Appendix 2). The models demonstrate the capacity and demand based on full site attendance, as well as with a nominal 80% site attendance.
- 3.2 There have also been operational and business changes that have and will reduce the overall number of employees requiring parking provision at the Royston site on a daily basis.
- 3.3 We consider that parking capacity provision is adequate to meet the operational needs of the current site demand and it is not anticipated that the permanent loss of the car parks at Gates 8 and 9 will have an unacceptable impact on the sites employee car parking provision based on current forward projections. Appendix 2 details current and future anticipated demand.

4.0 Section 4: Access Proposal

- 4.1 Access to Gates 8 and 9 is from Orchard Road, via the existing access points which remain unused.
- 4.2 The proposed works would not adversely impact on the accessibility in and out of this part of the site. Gates 8 and 9 are not proposed to be utilised in the future as access or egress routes. Rather, access to the land would be within the Johnson Matthey site via existing and secure internal routes that provide access to this land. Both Gates 8 and 9 will remain, but would be securely closed, in line with site-wide security standards.
- 4.3 Any required amendments to these access points would not have a notable or negative affect impact upon the safety of vehicular access along Orchard Road. The road is subject to a speed limit and, given how straight it is, the road provides good visibility for vehicles entering and leaving neighbouring sites.
- 4.4 For staff, there are multiple alternative gates currently in use, which will continue to be utilised (such as Gates 6, 7, 12, 14 and 16) for both the building's operational needs and to maintain high security standards. We therefore consider that the access works associated with the proposal are acceptable in highway safety terms.

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4.5 Following on from setting this context, the following policies are outlined and reviewed against the 3CR proposals.

5.0 Section 5: Local Planning Policy

5.1 The **North Hertfordshire Local Plan (2022)** was adopted by full council on Tuesday 8th November 2022.

5.2 Within the adopted Local Plan, Policy T1 'Assessment of Transport Matters' states:

5.3 *Planning permission will be granted provided that:*

- a) *Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- b) *Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- c) *Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d) *For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. *the proposed scheme would be served by public transport;*
 - ii. *safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - iii. *comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.*

5.4 Policy T2: 'Parking' states:

Planning permission will be granted provided that:

- a) *Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;*
- b) *Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;*
- c) *Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;*
- d) *Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily. Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.*

5.5 For the avoidance of doubt, there is no requirement for a Transport Assessment to be submitted with this application, given that the proposed floorspace threshold is less than 4,000sqm (as set out in Table 1 on page 125 of the North Herts Local Plan (2022)).

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Required Parking Standards

- 5.6
- 5.7 With regards to applicable standards for assessment of this non-residential, industrial proposal, the required parking standards are set out within the 'Vehicle Parking at New Development' SPD (September 2011). This is a dated document, but the new Local Plan (2022) only provides up-to-date standards on 'residential' development.
- 5.8 The proposed use of the 3CR annex is B2 'General Industry'. The relevant standards within the '**Vehicle Parking at New Development' SPD (September 2011)** are:
- Maximum car parking standards (including visitor spaces): 1 space per 50m² GFA (Gross Floor Area).
 - Minimum cycle parking standards: 1 space per 250m² for staff, plus 1 space per 500m² for visitors.
- 5.9 With this particular site located across Zones 1 and 2 of the non-residential accessibility zones, as discussed at paragraph 5.8 and Appendix 3 of the '**Vehicle Parking at New Development' SPD (September 2011)**. Up to 50% off the maximum parking standard can be applied. This has been discussed at pre-application with North Hertfordshire District Council.
- 5.10 The policy requirement for this proposal is as follows:
- Proposed Floor Area: 2,998m² (2,856m² (3CR annex floorspace) + 142m² (link bridge)).
- 5.11 Therefore, the policy requirements for car and cycle spaces, of this specific proposal, are as follows:
- Policy requirement for maximum car parking spaces: 30 spaces (50% of 60 spaces maximum policy requirement).
 - Policy requirements for minimum cycle spaces: 12 staff cycle spaces, plus 6 visitor spaces.
- 5.12 The Proposed Approach
- 5.13 There are several established car parks that serve the Johnson Matthey site. These car parks, and the quantity of spaces that they provide, are set out in the Appendix 1.
- 5.14 As part of separate approaches to produce an up-to-date travel plan, parking surveys are being undertaken to determine the current level of utilisation of these car parks. It is anticipated that the data from these surveys will further demonstrate that there is capacity already within these car parks to support the uplift in floorspace from the proposed 3CR development (which, to reiterate, is a maximum standard). Therefore, in terms of car parking, the proposal would comply with car parking standards.
- 5.15 With regards to cycle parking, well-located, secure cycle parking can be provided as per policy requirements. It is requested however that the requirement is secured as a planning condition for two reasons:
- 1) To enable the continued travel plan production that would configure with sustainable travel approaches (this is outlined further below and within the cover note above the Travel Plan (2021)); and

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- 2) With Gates 8 and 9 to remain closed to staff and visitors, and to continue to ensure site security, other land within Johnson Matthey's control will be utilised to provide the required cycle parking in a location that is relevant to established and secure staff and visitor entrances.
- 5.16 The approaches to cycle and car parking are further underlined by a commitment by Johnson Matthey to renew and update its current Travel Plan, which is described further below.
- 5.17 Overall, the proposal would not be contrary to the objectives of Policies T1 and T2 of the North Hertfordshire Local Plan (2022). Pre-application advice has been received both from North Hertfordshire District Council and Hertfordshire County Council. Both Councils were content with the principles of the development, subject to the above details being secured within this full planning application.
- 5.18 Travel Plan
- 5.19 The Local Plan (2022) defines Travel Plans as '*long-term management strategies for an organisation or site that seeks to deliver sustainable transport objectives through action which is articulated in a document that is regularly reviewed*'.
- 5.20 Under Policy T1 'Assessment of Transport Matters', it states:
Planning permission will be granted provided that:
c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and
- 5.21 Paragraph 7.5 of the North Hertfordshire Local Plan (2022) states that Travel Plans should be provided for all developments which exceed the Transport Assessment Threshold. The threshold for industrial development is 4,000m². The proposed floorspace (2,998m²) does not exceed this threshold.
- 5.22 Johnson Matthey submitted a Green Travel Plan to North Herts District Council back in January 2013. As part of a regular review, a Travel Survey was carried out in December 2018 and a report published in 2019. The latest revision was in March 2021, to adapt to travel patterns following the Covid-19 outbreak. For reference, the most up-to-date version (Travel Plan 2021) is attached to the submission.
- 5.23 Johnson Matthey, however, are currently in the process of renewing their existing Travel Plan. This work is happening now.
- 5.24 We consider it acceptable that, given that there is a up-to-date travel plan already in operation, that an appropriately-worded planning condition to discharge the new Travel Plan once produced can be secured. If agreed, our preferred planning trigger would be: 'Prior to the development hereby permitted being completed and occupied by staff...' for the new travel plan to be submitted. Other planning triggers however can be discussed if the Local Planning Authority wishes to explore these, but the suggested trigger would enable the travel strategies to be analysed without impacting upon the construction programme (if the scheme is permitted).

6.0 Section 6. Appendices

Appendix 1. Pre-and Post-Car Parking Available Spaces.

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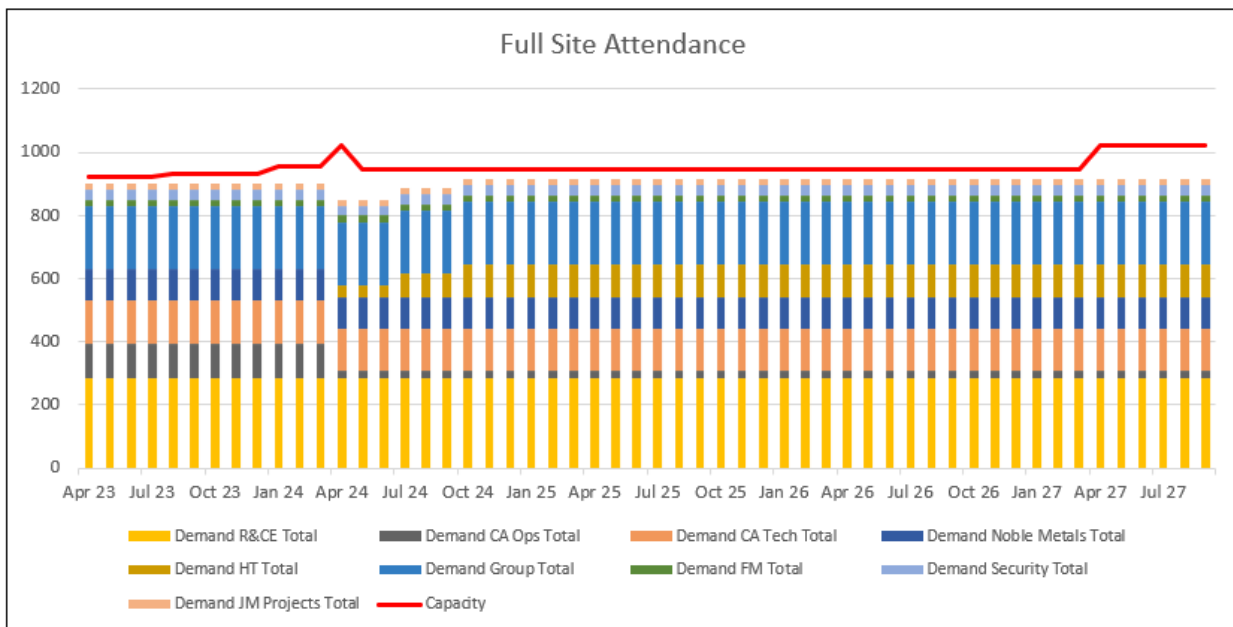
Appendix 2. Current anticipated site parking capacity/demand.

Appendix 1.

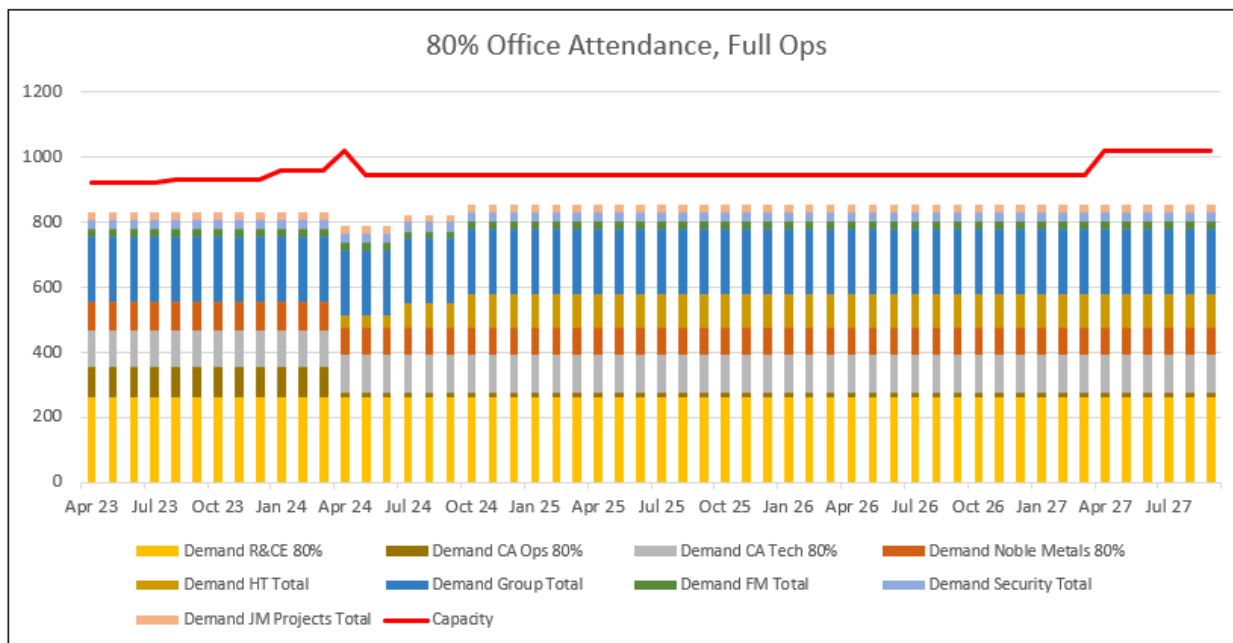
Royston Car parking facilities - Post Annex build			
Car Park	Total	Unavailable	Total
Gate 2 Directors and visitors	14	0	14
Gate 2 Liftshare	21	0	21
Gate 3	28	0	28
Gate 6 Visitors	14	0	14
Gate 8	9	9	0
Gate 9	104	104	0
Gate 10	132	0	132
Gate 11	123	0	123
Gate 19 (Main)	102	0	102
Gate 19 (CSF2)	68	0	68
Gate 20	49	0	49
Thermal Engineering (east)	91	0	91
Thermal Engineering (west)	110	0	110
York Way	122	0	122
Beverley Close	79	0	79
Sunhill Nursery	74	0	74
Total	1140	113	1027

Appendix 2.

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Full Site Attendance (with adjustment factor for car usage based on 2020 travel plan survey)



Reduced Site Attendance based on hybrid working environment (with adjustment factor for car usage based on 2020 travel plan survey)